

SPRIT OF THE PRESS.

Editorial Opinions of the Leading Journals upon Current Topics - Compiled Every Day for the Evening Telegraph.

EASTERN AND WESTERN POLITICIANS.

The Buffalo Express calls attention, and with much lamentation, to the contrast presented by the efforts of the people of Illinois to amend their Constitution and those made by the unhappy citizens of New York two years ago.

When we compare all this with the action of Illinois, we can certainly hardly avoid the conclusion that mental and moral vigor has been following the march of empire, and that the work of reform, like many other kinds of work, is going to be better done in the Mississippi Valley than on the Atlantic coast.

Now, the instrument was just such a one as any average politician would have been sure to tell us that the people would reject. It was full of innovations and new-fangled notions; it offended a great many interests, and ran counter to a great many prejudices, and took from the hands of political managers a great many dearly-loved tools.

We think it would be difficult to overestimate the effect this will have on the people of other States. It will do much to remove the apathy as to reform which the doings of the New York Constitutional Convention and of the Massachusetts Legislature have of late helped to spread over the East.

It seems, too, as if the good beef and good bread and good air of the Northwest were making men better politicians, as well as more energetic farmers and railroad men and speculators. One can hardly help noticing among the Eastern, as compared with the Western men, a deeper love of old ways and a kind of servile fancy for well-established abuses.

THE OPPORTUNITY OF THE UNITED STATES.

Our country should be just now the leading subject of national attention. In the present juncture of the world's affairs there appears the opportunity that, rightly improved, might not only restore to us the maritime strength that was swept away in our great war, but out of which also we might secure a start that would easily enable us to distance within a few years every rival power.

"Compagnie Generale Transatlantique," and these must stop, for there is also a Prussian man-of-war not far away. And this statement of the case with regard to the splendid passenger steamers, many of which also have a fine trade in first-class freight, is the statement of the whole case with regard to French and German commerce.

Will this effort be successful? It is doubtful. Already we hear that neutrality will be inconsistent with the honor of England if she were to take part in the war, and this reference to the fact that England is one of the powers that guarantee the independence of Belgium is too plain for misconception.

But it is not only from the effects of our war that our commerce is prostrate. It was stricken down by the war, but it has been kept down by the inconceivable folly of certain of our laws—laws like the compact with Svalbard—framed to "protect" certain interests, to give those interests their pound of flesh, though this could only be done at the expense of the whole body from which the flesh must be cut.

The world has for not many generations seen a more bewildering, confounding spectacle of imbecility, of downright inability to comprehend and grasp a simple thought, than that shown by the United States Congress when its attention was properly called to this subject on Friday last. The President, by special message, pointed out the opportunity, and hinted at the way we could improve it, but his words fell on minds preoccupied with another thought.

GERMAN SYMPATHIES IN AMERICA.

A number of the most respectable German residents in New York have called a meeting of their countrymen for Wednesday evening to express their sympathy with Prussia in the great war now beginning. Nothing could be more natural, or in many respects more commendable. The maxim that "blood is thicker than water," though often honored, we are sorry to say, rather in the breach than in the observance by Americans of both sections during our recent civil war, lies, after all, deep in the heart of every vigorous and respectable race of men.

King William's Government. All Germans, indeed, not even nominal Prussians; but all Prussians are nominally Germans; even to the Poles of Posen, we suppose, and the Danes of Holstein; so that sympathy with Germany may naturally enough seem to Germans far removed from the scene of strife necessarily to involve sympathy with Prussia.

have seen was made by the Danes when the overwhelming armies of Germany fell upon their little fortress-peninsula in 1864. Though it was clear from the first that such a contest could have but one termination, no matter how heroically Denmark might bear herself, no sooner had the unequal war begun than from all parts of the world the children of the Vikings hurried home to take part in it.

We have no fear that in measurably imitating this transcendent display of patriotism our German fellow-citizens will seek to make their adopted home a party to a strife as to the real scope and bearings of which not even the Germans themselves can as yet pretend to have any very clear and positive convictions. It is all very well for Napoleon in his address to his people to bid the world remember that the conquerors of Jena still survive.

THE AMERICAN PRINCIPLES OF MARITIME WAR.

During the present war between France and Prussia there is a general opinion that this great nation shall own no ships except it can make terms with Mr. Kelley, of Pennsylvania, and a few more men of his kidney; laws only second in atrocity to those slave laws that the nation has recently torn out of its life at such frightful cost; laws whose authors and supporters, if the slaveholder deserved all the opprobrium cast upon him, should be stoned in the streets of every city of the republic.

The United States have always endeavored to soften the rules of maritime law, and during the present generation many of our principles respecting seizures and the rights of neutrals have been adopted by the European nations. At the time of the Crimean war France and England waived their right to confiscate an enemy's goods found on board neutral vessels, and also neutrals' goods not contraband of war found in enemies' vessels.

A strong feeling had meanwhile been aroused in the United States in relation to the right of blockade, which we contended ought to be restricted to naval arsenals and towns which were at the same time besieged by an army on land—in other words, that a blockade should be a strictly military operation, and not an embargo upon trade.

If our proposals had been adopted, France and Prussia would have been spared the present suspension of their ocean steam lines, and Great Britain would have no Alabama claims to pay. There can be no more appropriate time than this to revive the subject.

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ST. JOSEPH AND DENVER CITY RAILROAD CO., Louis and Fort Kearney Spanned by a Railway, and connecting with the Union Pacific at Fort Kearney.

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